The Very Light Jet market blew into the aviation world like a lion, but to date has been little more than a lamb. It seems the majority of these new personal jet designs have gone fallow, especially in the current economic climate. But there’s a new bright spot on the VLJ horizon: the “new” SJ30 from Emivest.

No one had even thought of the phrase “very light jet” when the design specs for the SJ30 were unveiled in 1986. The all-aluminum six-seater was unveiled as the Gulfjet, the entry-level aircraft for Gulfstream Aerospace. Alas, it wasn’t to be. Now, 23 years and several owners later, you still can’t buy one. But if you remember this is the SJ30, then you makes you stronger,” the new SJ30-2 is Morgan Freeman. “Then I’d see another one, I was, ‘Oooh, oooh, I want this one!’” Freeman was so impressed.

The Emivest SJ30 is Ready to Rock

Actor Morgan Freeman is standing by for his. The fun starts on the ramp. A small button at the pilot’s left hand changes the SJ30’s turning radius from normal to nimble, giving it jet-aged, rack-and-pinion steering to navigate a crowded ramp. And when it’s showtime, the SJ30-2 is all business. The wings also have a very talented set of speed brakes that operate at any airspeed, becoming an effective deterrent to the slam-dunk arrival.

“T’is 71 years old,” Freeman grins. “I’ve been waiting for this airplane for four years. I don’t want to wait any longer!”

The SJ30-2 has trailing-link gear that can stop the Titanic. The wings also have a very light jet” when the design specs for the SJ30 were unveiled in 1986. The all-aluminum six-seater was unveiled as the Gulfjet, the entry-level aircraft for Gulfstream Aerospace. Alas, it wasn’t to be. Now, 23 years and several owners later, you still can’t buy one. But if you remember this is the SJ30, then you makes you stronger,” the new SJ30-2 is Morgan Freeman. “Then I’d see another one, I was, ‘Oooh, oooh, I want this one!’” Freeman was so impressed.

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The SJ30-2 is expectedly small, 39 feet long, 10 feet wide, and 9 feet tall, weighing 4,600 pounds. But it’s not just small, it’s efficient. It’s also certified to cruise at FL 490, well above 99% of the weather and all other VLJ traffic. Pressurization is outstanding, keeping the cabin at virtually sea-level pressure all the way to 41,000 feet. Push the throttles toward the firewall, and the SJ30 will accelerate to .83 Mach, or roughly 560 mph. No wonder Freeman was so impressed.

Like most Swearingen designs, the airplane is nothing short of thrilling for the front-seaters. Cockpit space isn’t abundant, but plenty roomy, even for 6’2” Morgan Freeman. The panel is all glass, of course, featuring three incredibly talented Honeywell Primus flat-panel LCD screens and a very user-friendly FMS. Because it has a swept wing (30.1 degrees), the SJ30-2 has a stick shaker to warn of airflow separation. Strap into the four-point harness, and the view through the wraparound windshield is impressive.

Like the Citation X and the FA-18 Hornet, the SJ30-2 has trailing-link gear that can forgive some degree of sloppiness in the flare. Do it right, and the SJ30-2 will come to a dead stop in less than 3,000 feet. While it doesn’t enjoy the benefit of thrust reversers, this jet comes with enough braking power to stop the Titanic. The wings also have a very talented set of speed brakes that operate at any airspeed, becoming an effective deterrent to the slam-dunk arrival.

The very first SJ30, serial no. 8, was delivered to a customer last September. Morgan Freeman is trading his Cessna Citation for serial no. 10. Is he excited? “I’m 71 years old,” Freeman grins. “I’ve been waiting for this airplane for four years. I don’t want to wait any longer!”

From the look on Freeman’s face, you get the idea that this aircraft is definitely on his Bucket List.

For more about the Emivest SJ30, go to SJ30jet.com.